

# monink

The Newsletter of Monnett Experimental Aircraft, Inc.

MARCH/APRIL, 1984

Dear MEA Friends,

Sorry for the lateness of this issue. I know, I know. . . you've been checking your mailbox everyday since March 1st in great anticipation!

The whole office staff has been engrossed in helping me revamp our literature. We had the bright idea of redoing and expanding our builders' supply catalog. Most people do not realize that we sell many general aviation supplies, not just green airplane kits! So the new Aircraft Builder's Catalog has just had a face lift. No minor task, I might add. It just went to the printers today and now we will get down to brass tacks and get to our faithful Monink subscribers. As soon as I finish this, we will be starting on an aircraft catalog. We are looking at combining all the airplane brochures into one Kit Catalog. Another absorbing project for the office staff.

The R & D and entire shop staff has also been engrossed in a major project! By the number of phone calls, we know many of you saw the three-view in *Sport Aviation* of our new Sonerai the II L T L!! The entire crew really pushed to have it ready to premiere at Sun N Fun. But alas we didn't quite make it. Read on for more information on this new Stretched Sonerai.

My "Wandering Weary" Traveler has just returned home!! John and Rob Maddox have been on the road since Feb. 28th. They have been - out to the Soaring Society Convention in Hartford, CT; back home for three days to get clean (warmer weather) clothes; on the road again to pick up Dad Monnett in Chicago; and down to Sun N Fun in Lakeland, FL.

## Soaring Society Convention

John and Rob set off for Hartford, CT with a Monerai in tow, a booth and a partially built tri-gear Moni in the Van. They hit the terrible snowstorm on the Ohio Turnpike and had to back track 70 miles to find a room. They did think about coming back but decided to chance it the rest of the way. No more problems.



It was worth it! John conducted a few builders' sessions as we had one of the new Build Booths. Photo shows Rob "in the line of duty" in the booth. There were more Monerai and Moni builders there than any other group of pilots. It is always good to get together and touch base with our builders. Jim McCulloch brought video tapes of the Monerai Fly-In in VT last June and the Eastern Homebuilder's Workshop in PA in August. He showed these during the convention to many interested people! There was a lot of interest in the new Monerai power pod with the folding prop which we showed you last Monink. All in all, John felt it was a good convention for visiting, making contacts, exchanging interesting ideas to investigate, test, and try!

## Sun N Fun

It truly was fun in the sun this year! The weather was beautiful and John did get a chance to fly the tri-gear Moni quite a bit. We also had a booth for the first time. Thanks to Dad Monnett being there for a few days to help out, all went well. Again, we see Rob hard at work - this time by the Moni.

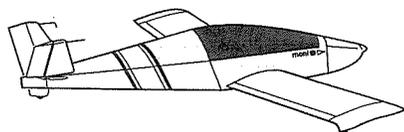


There were many Sonerai, Monerai, and Moni builders to meet with and talk to. Always a pleasure! Jesse Reznor, a new resident of Naples, FL, had his Monerai there. Photo shows Jesse and his wife putting the tail on his bird. Help-



ing is Jim Mahoney a Monerai builder from IN. Ed Sterba flew his Sonerai down from Crystal Lake, IL. (Ed and his family were just here today and told of some bad weather he encountered on the way back up north. Ed says through it all his Sonerai "didn't miss a beat".)

# moni



on any information from the Service Bulletin that pertains to the 107E in our Monink. Nothing this time.

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## First Flights

R. A. Keating #130  
23615 - 52nd Ave. E  
Graham, WA 98338



First flight was Dec. 11, 1983. Featured in last issue of *Monink* but now we have a photo taken at Pierce County Airport, WA.

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Ray Brown #73  
1717 Beach Road  
Hampton, VA 23664



First flight was June 18, 1983. 9 months to build. Ray writes,

### Service Bulletin

A service bulletin has been issued on the Moni. It recommends that all Moni wings be riveted. It is optional to bond and rivet the wing structure. If you have not received yours, please contact M.E.A.

### Improved Wing

All new Moni Kits shipped after March 20th include an "improved wing". We have incorporated an all riveted structure and three more ribs in each wing panel which reduces the bay sizes towards the root of the wing. This will reduce oil canning at higher "G" loadings and maintain a smoother airfoil section while thermaling. Drawings, extra ribs, and rivets will be available for Moni builders who already have their kits and want to upgrade their wings.

### Kit Prices

Moni Standard Kit - Riveted Wing . . . . . \$6,000  
Moni Tri-Gear Kit - Riveted Wing . . . . . \$6,400

It is now possible to purchase the Standard or the Tri-Gear Moni broken down into individual component kits which include: Plans and manual, Airframe, Hardware, Molded plastics, Engine, Engine Accessory, and Instrument Kit.

Tri-Gear Retro Kits (for converting the standard gear to a tri-gear)

Plans                   \$ 35.00  
Materials             \$632.00

### Riveted or Improved Wing Upgrade Kits

Those of you who already have your Moni under construction and wish to rivet and upgrade your wing (add ribs), please call for prices and materials needed.

### Foam in Wing

In Nov./Dec. 1983 issue of *Monink*, we suggested the installation of Foam Blocks in the wing panels to reduce oil-canning. This is very effective. However, we have found in time that the Great Stuff Foam used to attach the foam blocks deteriorates by becoming stiffer and will lose adhesion. We are looking for a better adhesive to attach the foam stiffener blocks. We have used Dow Corning Silicone Ribber to attach foam panels in the fuselage with very good results. We will follow up with a report on the testing.

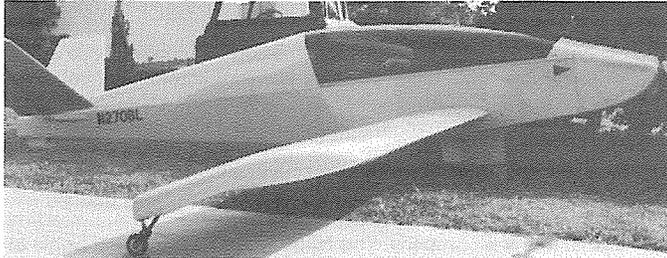
### KFM

KFM U.S. has changed its policy on their Service Bulletins. They are sending it to the KFM Engine owners on a subscription basis only. When we can, we will pass

“ . . . The real flying started Dec. 9 and I have logged 30 hours. It was necessary to put short outriggers on the tip wheels to handle the rough ground and high clumps of grass at our glider port. These simply plug into the wheel wells where they are held by axle bolts. They help the ground handling enormously, keeping the wings more level and absorbing some of the pounding. . . . ”

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Bill Liscomb #217  
 Box 357  
 Solana Beach, CA 92075

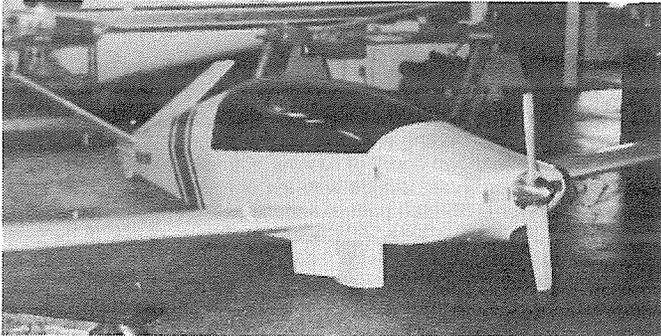


Work started July 24, 1983. First flight was Feb. 5, 1984. Bill sent us this letter: “. . . Note spring tip wheels. Stainless steel hang glider tangs on axle bolt, quick link to tether for easy Carb adjustment. I had to enlarge the tail end of the tailwheel fairing. At high speeds, the fairing would oscillate and cause the plane to do the “Bonanza Waltz”. The Moni flies great. Well worth all my error, tantrums, etc. Everybody at the airport thinks it’s great.” (At last report, Bill had 50 hours already!)

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### News from Builders

Blaine D. Barnard #19  
 2355 S 900 West  
 Perry, UT 84302

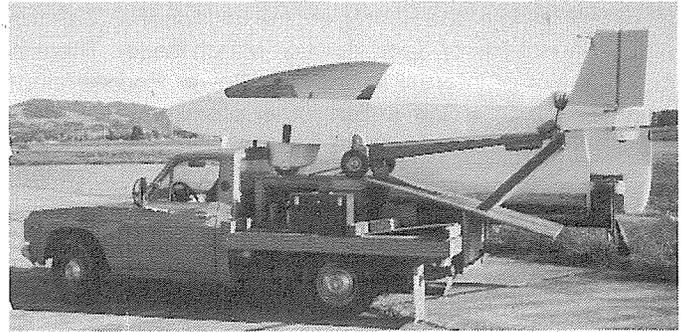


Completed! Waiting for weather to break!

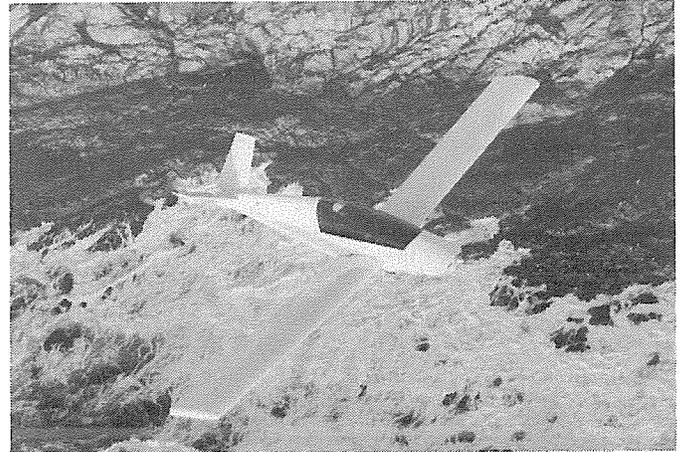
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Otis Holt #63  
 3175 Primrose Ave.  
 Santa Rosa, CA 95407

A real head turner on the highway! Now building a trailer because he needs the truck, but can have the aircraft ready to fly in just 30 min. working alone.



Near Bodega Bay on the Pacific Coast



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### Wanted

Robert Schumacher  
 313 Dale Ave.  
 Oshkosh, WI 54901

Wants a partially completed Moni.

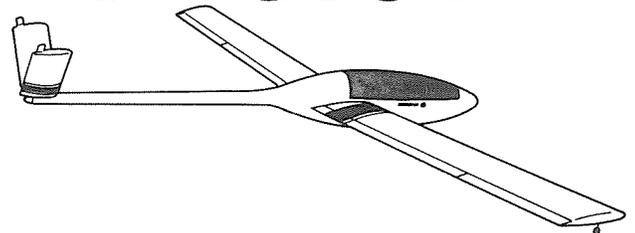
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Herbert Woicki  
 504 Elliott  
 Council Bluffs, IA 51501

Looking for a Moni or Monerai with power pod.

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# monerai



### Koenig Engine

As we look outside at one of those heavy, wet Spring snowstorms, John wonders if he will ever be able to do

more test flying of the Koenig engine on Monerai. (See the picture in Hot-line of *Sport Aviation* March issue). There is certainly a lot of interest in this new Power Pod development. At the SSA Convention, other prominent designers were very enthusiastic about the installation and its application. We are working as fast as we can to develop, test, and make available this Power Pod. The exhaust system now has an improved airfoil shape and is optimized for the prop we are testing. The basic cowl design will be changed and simplified to allow better cooling while taxiing on the ground. More progress next issue!

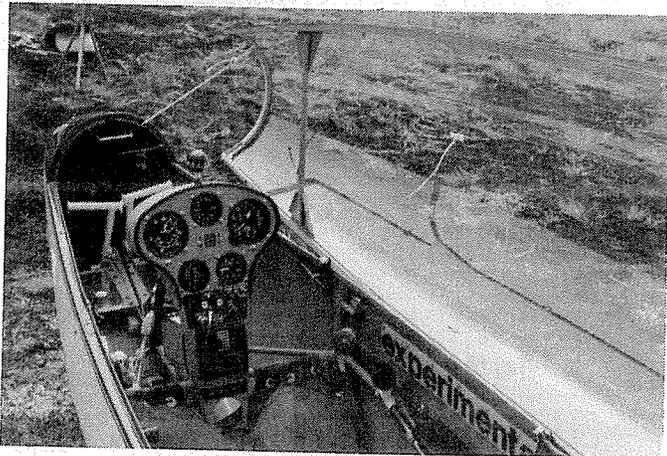
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## First Flights

John Watkins #152  
117 Moreland St.  
Worcester, MA 01609



1st assembly was at a local E.A.A. Fly-In. John took the Outstanding Aircraft Award!



Note one piece canopy.

John's 1st flight was listed in Nov./Dec. 83 *Monink*. He recently sent us some photos and a nice long letter with some helpful tips and items of interest to you readers!

Dear John & Monnett Employees:

I thought it was about time I sent you a note to let you know how things were going with Monerai #152, N152JW.

The first flight was in calm conditions, on the evening of September 6, 1983. At the present time the plane has 15 flights, two with power. The longest flight has been 2 hours and 47 minutes. I have flown in thermal, ridge and wave lift.

N152JW weighs 275 pounds empty, 325 pounds with engine. The plane has max tips and many small modifications such as a one piece canopy, press to set trim, longer ailerons with more travel, slightly larger tail surfaces, and a tail wheel. I stayed away from major structural or aerodynamic modifications, however. I spent a lot more time building than I care to admit, but much of the time was spent on all the extras that I designed and built. The project was fun and very rewarding and I will very likely build another airplane someday, but for now, I am going to enjoy flying this one.

In general, I find the Monerai easy to fly, and the performance is respectable, especially when you consider the size. It performs a lot like a 1-34, not quite as good in a climb, but a little better when cruising.

The first flights were routine, no problems and no surprises. I prepared myself and the plane as thoroughly as I could. This gave me great peace of mind, and I was able to concentrate on flying instead of worrying about all the things that might not be quite right. Some of the things I did are things that all builders should do before a first flight:

1. Make sure the airplane is ready. It must balance properly, and all controls and mechanisms must work smoothly and correctly. Have someone else check your work, preferably someone familiar with the type of aircraft. It's amazing to see how many small details (and maybe some large ones) that you may have missed. Friend and fellow builder, Bob Burchard, helped me a lot in this area.
2. Be current. Fly a lot. Fly as many different types of aircraft as you can. This will help you adapt quickly to the slightly different flying characteristics of the Monerai. Some flap time is necessary, although it need not be in a flapped glider. A Cessna-150 has large flaps and provides good experience.
3. Fly on a nice calm day, at the largest airport you can find. Use a long (300 ft.) tow rope. Make sure the tow pilot knows what you want him to do, and that he is capable of carrying out your instructions, inexperienced or erratic tow pilots are no fun at this stage of the game.
4. Find out everything you can about flying a Monerai. Talk to people who have flown them. Go to meetings and fly-ins. Read the newsletter. If you do this, you will know what to expect on those critical first flights, and react properly. This helped me a lot on my first flights as I was ready to deal with the quicker response and nose down attitude on landing among other things. This really paid off on my first power flights, when I experienced engine surging at 200 feet. I was able to react quickly, calmly and rationally because I knew about the problem from my discussions with other Monerai pilots, notably Jim McCulloch.

Some Flight Notes:

**Take Off and Tow** - Take off is easy, except at the beginning when airspeed is low. If you use a wing runner, he best be good. I only use one on grass. I find 0° flaps and a tow speed of 60-65 KTS is ideal. I have towed at speeds from 50 to 75 KTS, and I think the control response below 55 KTS is too slow, and flaps are required to keep the nose down and the tow plane in sight.

**Flying** - I find the Monerai responsive, yet easy to fly. Stalls are normal, at 33 KTS with negative or thermal flap settings, 30 KTS with full flaps. Thermalling is best at 45 KTS with shallow banked turns, 50 KTS for steep banked turns. High speed flight is smooth, but at redline I notice the plane does not want to pull out on its own, and becomes neutrally stable. This is probably due to the overbalanced tail surfaces overpowering the trim springs.

**Landing** - Landings are easy, once you get used to the flaps, nose down attitude, and how close the ground is when you touch down. I find that final at 45 to 50 KTS is best. It is a good idea to plan your approach so you add flaps little by little. Try to avoid getting in a situation where you have to raise them, as this will complicate your landing a lot. It is hard to fly smoothly while juggling airspeed, attitude and flap settings.

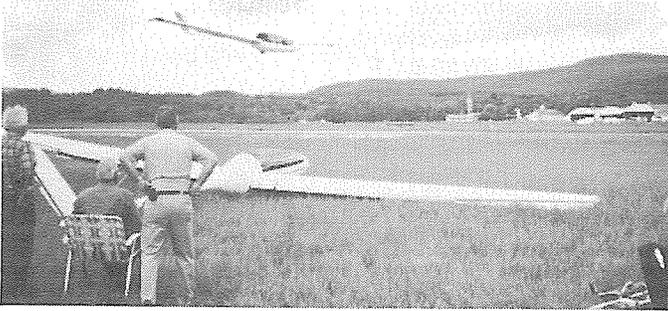
**Engine** - Power flying has not gone as smoothly as I would like. The engine starts easily, runs well (on the ground) - and I have had no problem with power (5500 RPM static and 6000 RPM at 45 KTS), but I have experienced surging starting at 200 feet on both flights, and a muffler bracket cracked after two hours of running. On the first flight I realized that I was able to maintain altitude with the engine surging, so I flew a standard but lower (400 feet) pattern and made a precautionary landing and taxied to the parking area. After making a visual check to be sure there were no mechanical problems, I adjusted the carb and tried again. Once again, the engine started to surge at 200 feet. This time I watched the vario more closely and noticed that even though the engine was surging, I was still climbing. I decided to climb to 3000 feet and see if the surging would stop if I flew at different speeds and power settings. It didn't and 20 minutes later I was at 3000 feet, surging all the way. It is interesting to note that the Monerai would still climb at about 150 feet per minute with the engine producing about half the power that it should. After landing I noticed un-burned oil all over the tail. The oil could only have come from the carburetor mouth, so I think the problem may be that the fuel is being sucked out of the engine at flying speed. I have installed a carb mouth extension, hopefully this will help. I should know in a month or so.

Well, that's about all for now. I would like to thank you for all the help and support you gave me while I was building the plane. You have a fine product, and a great organization staffed by pleasant and helpful people. I hope we can do business again sometime. I am looking forward to seeing you at the '84 convention. If I can be of assistance please call.

Yours truly, John Watkins

## News from Builders

John Caldwell #317  
P. O. Box 155  
Genoa, IL 60135



This photo is of John landing during the June '83 Monerai Fly-In in Springfield, VT which Jim McCulloch organized last summer. (Jim's bird is on the ground there.) Everyone had a great time and Jim is working on another one for this year. He is looking at the last weekend in June, I believe, at Springfield. We have it on our calendar to attend also.

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### For Sale

Jack Lange #127  
2906 Twisting Lane  
Bowie, MD 20715  
301/262-0864

Monerai with eleven hours TT, zero engine hours, with radio, audio-vario, spar mod completed. Enclosed trailer. \$6,500.00

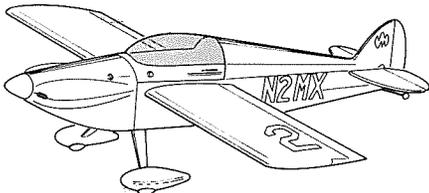
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### Wanted

William Riffin  
Rt. 1, Box 116  
Carterville, IL 62918  
618/985-4495  
Zenoah Power Pod for Monerai.

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# sonerai



SII LTL

The newest design out of the "skunk works" at M.E.A. is the Sonerai II LTL!!

To break that code: two place, low wing, tricycle gear, long, Stretched Sonerai, Sonerai Lonerai, whatever you want to call it!

This exciting new twist to the Sonerai adds:

**More fuel capacity** - John has added an 8 gal. turtledeck tank in addition to the standard 10 gal. fuselage tank. The 18 gal. capacity will increase Sonerai's range significantly (to approx. 600 miles). This is an all gravity feed system with no fuel pumps required.

**Larger Front Cockpit Area** - This model is longer to allow more room to carry a larger front seat passenger or pilot. Entry to the front cockpit is much easier. Full dual controls are provided, including a brake.

**Distributor Ignition System** - Here we are testing a distributor ignition system which features a cockpit manual starter. More info as this develops.

**Baggage Space** - is provided behind the rear seat and in the cowl cheeks.

The **wing** has been upgraded for greater gross weight capacity but remains the same span.

The **fuselage** utilizes square x-moly tube longerons for easier construction. Prewelded fuselage assemblies will be available later this spring.

Yes, the taildragger option will be available for this Long Sonerai. As of this writing, the fuselage is being covered with fabric and the wings are finished and painted. You may not recognize this Sonerai since it will be white! (But it will, no doubt, have a big green stripe somewhere.) It should be test flown soon!! The ole standard Sonerai II is certainly still a strong contender with all the different options now available. It has continued to be the FLAGSHIP of our line.

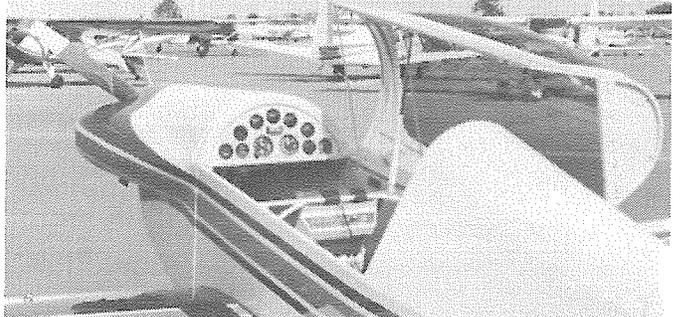
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### First Flights

Bruce Schamber #1457 II L  
3223 Lakeview Drive  
Naples, FL 33962



First flight was on March 13, 1984.



Bruce calls it Super Tuesday and he writes: “. . . 45 minutes of sheer joy after 8 months and 1400 hours of every possible emotion encountered while constructing a Sonerai.”

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Hugh Mitchell #500 II L  
26 Tennyson Drive  
Beaumont, South Australia 5066

First flight in Feb., 1984!! At last! A year ago in Jan./Feb. 1983 *Monink* we had a photo of Hugh's low wing ready to go waiting for approval for the low wing design in Australia. Mark Kennedy a friend writes: “. . . I went over to see the first flight. You'd swear it had done 200 hours. Not a single thing to alter or change.”

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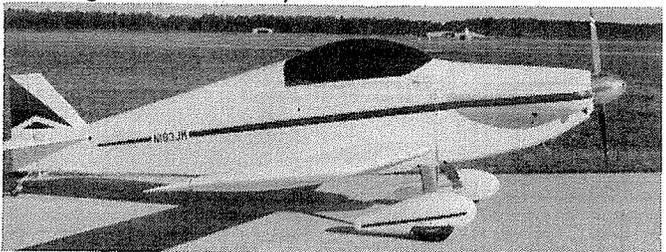
Blake Speer #442 I L  
2015 N W 4th Ave.  
Mineral Wells, TX 76067

Blake is now flying his Sonerai I low-wing.

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Jack Milchanowski #1183 II L  
2004 Dennis  
Hammond, LA 70401

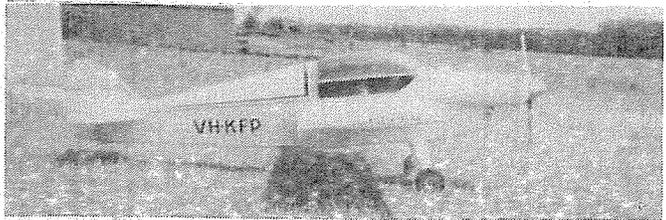
First flight was Nov. 30, 1983



Jack wrote: “. . . I am convinced that anyone can build a Sonerai. I learned how to weld, work with aluminum, fiberglass, fabric, how to spray paint, and even the difference between 25 inch lbs. and 25 ft. lbs. The FAA manuals, EAA manuals, *Sport Aviation* articles, and many local EAA members, and friends proved invaluable. . . .”

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Frederick J. Kelly #636 II  
5 Old Bar Road  
Old Bar 2430  
N.S.W. Australia



Fred was waiting for final approval and should be flying by now.

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## News from Builders

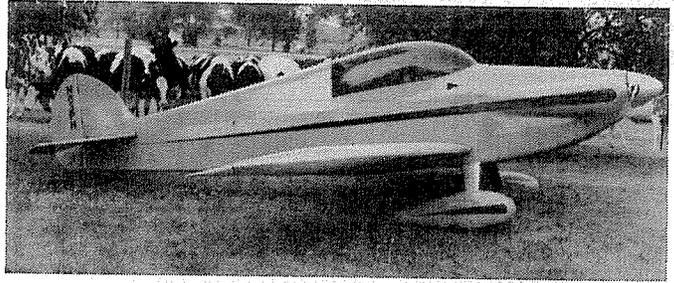
Theo Mattingly #810 II LT  
1747 Whitman  
Butte, MT 59701



“. . . As you can see, we've got our other project out of the hanger...Katie and Kelley.”  
(But what about your airplane now, Theo?)

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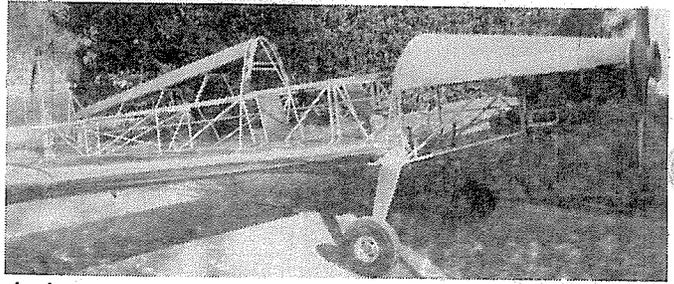
Paul Nielson #998 II L  
Rt. 2, Box 105  
Union Grove, WI 53182



Paul is ready for his first flight which should be in April. He says, “I learned a great deal building this plane and would recommend it to any 1st time builder. . . .” (Can you guess Paul's occupation from the background in the picture?)

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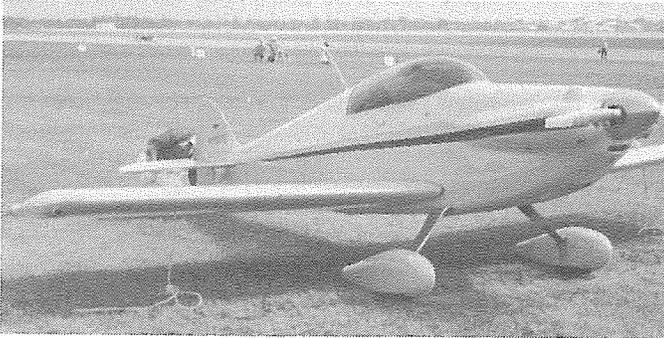
Jay Knight #1175 II L  
961 Garland Belt Road  
Opelousas, LA 70570



Jay's progress.

## For Sale

Lyle Roberts #764 II L  
 18 Shadow Woods Lane  
 Waupaca, WI 54981  
 715/258-5990 Home  
 715/258-5521 Work



Sonerai III. Excellent craftsmanship. Flies like a dream, 25 hrs. TT, full electric, 1834cc, Alpha 200 B Navcom, intercom, cabin heat. Lost medical.  
 \$9,500.00

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Ken Lesniakowski #1149 II L  
 75 West Ave.  
 Essex, CT 06426  
 203/767-2085

Sonerai II Project. Low wing with Tri-cycle gear. 90% complete. \$4,500.00

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Deane Nelson #507 II  
 RR 1, Box 6  
 Mauston, WI 53948  
 608/847-7248

Sonerai II mid wing. 1850 cc engine, full towing pkg., 75 hrs. TT, wing modification kit installed. \$8,000.00 firm.

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Jack Anderson #255 II L  
 14736 Oxenham Ave.  
 White Rock, B.C.  
 Canada V4B 2H7  
 604/531-5712

Sonerai III, ready for fabric, wings complete (but requires spar mod.), instruments, Warnke prop, 1850 cc all new Monnett VW, professionally built. \$5,500.00

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Enterprise Aviation #1101 II  
 Robert Layman  
 Star Route 2  
 Oneida County Airport  
 Rhinelander, WI 54501  
 715/369-3131

Sonerai II. Has been supervised summer high school project which has received several compliments on the quality of construction. Used top quality materials. 70% complete. Can view at Rhinelander airport. For further information call Bob Layman.

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## Handy Randy's Ramblings

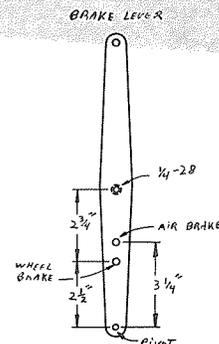
**Hysol Shelf Life** - Just about everyone will occasionally find out that it usually takes longer to finish a certain task than they originally figured on. If this happens to be your airplane, then this is normal. The Hysol people have listed the shelf life of their epoxy at one year, as the asbestos fibers in the base material tend to settle after a long period of time. It's not just a simple matter of stirring it up again due to the viscosity of the material. So, for extended storage the can of base material should be turned upside down about every three months. If your material does get to be over one year old, it may still be usable, but we would recommend you purchase fresh epoxy. For most, the few extra dollars is worth the peace of mind.

**Monerai Bonding Sequence** - This is an alternative procedure for applying the epoxy to the structure. The structure and skin should have been previously prefitted with the leading edge and trailing edge locating rivets drilled and dimpled. A "peel" rivet should be located on each nose rib, top and bottom, at the leading edge. Using 180 aluminum oxide sandpaper, the interior of the wing skin (where ribs and spars contact), the rib flanges and spar flanges are thoroughly roughened, preferably with a DA (dual action) sander set on the orbital mode or an orbital finishing sander. The sanded surfaces are then cleaned completely of any sanding residue with white paper towels and M.E.K. Up to now the procedure has been the same as for the normal bonding procedure.

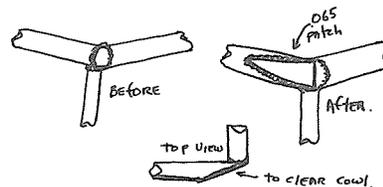
As soon as possible, the clean structure is inserted into the clean skin, which should be laying top side up on your wing cradle fixture. Install clecos in the leading edge and trailing edge rivet holes both top and bottom. Use a small clamp to hold the main spar in its correct position, clamping the root end of the top skin surface to the spar flange. The trailing edge of the top skin surface should be clamped to the rear spar in several places to make the assembly more ridged, as there are no rivet holes in that area until the ailerons are installed. Rotate the wing assembly upside down and set back on the fixture table or a set of padded saw horses. Remove the clecos from the bottom skin surface (now facing up) and prop the skin up or have someone hold it while applying the epoxy to the rib and spar flanges. Lower the skin down and install the rivets. Then turn the wing over and position it into the wing fixture. Now the top skin can be unfastened, the epoxy applied, leading edge rivets installed, and the blanket and weights put on the wing. With this method you eliminate the challenge of trying to fit the structure (with epoxy already on the bottom flanges) into the skins and getting all the rivet holes lined up without making too much of a mess.

**Monerai, Steerable Tailwheel** - If you are installing the steerable tailwheel system you've noticed how flexible cable housings are used to reverse the pulling direction of the cable. On page 1 of 6 of the drawings there is a note about how silicone adhesive should be applied to the retaining block to help anchor the cable housing. This should also be done to secure the housing into the lower block-cable adjusters.

**Moni, Brake Lever** - As mentioned briefly in the last newsletter, if the



engine mixture control is removed, the brake lever can be altered slightly to give much better leverage for easier brake operation. The drawing (fig. 1) shows the brake lever and the new location for the air brake cable attach point. The air brake housing, where it fastens into the cable mounting angle assembly (see Sh. 24 and 25 Moni drawings) can now be secured into the clamp and hole that was previously used for the choke cable, since the flexible choke cable has been dropped in favor of the stiff push-pull wire and knob choke assembly.



**Sonerai, Tail Spar** - The horizontal stabilizer spar is made up out of 3 layers of tubing. The outermost tube (1-1/8" x .035) is a part of each stabilizer surface which is removable. The primary part of the spar consists of a 48" x 1" x .058 piece of tubing with a 12" x 7/8" x .065 piece of tubing stuck into it at the mid-way point. The 7/8" tube is retained in the 1" tube by bleed-through from welding the 48 inch spar assembly to the fuselage structure. If desired, small rosette welds (1/4") can be added between the inner and outer tube approximately 5-1/2" out from fuselage C/L to help retain it. (Ed. Note: Shrinkage of the weld at the longerons is sufficient to hold the inner tube in place.)

The 1/8" wide weld beads, 1" long and six places as shown Sh. 6 of the drawings, are primarily used to provide a snug fit between the 1-1/8" stabilizer tube and the 1" spar.

**Sonerai, Wing Spar** - When building a new wing spar assembly, make a note in the drawings (Sh. 14, revised 11-1-83) stating that the upper spar cap reinforcing angle (1-1/4" x 1-1/4" x 1/8") should not be permanently riveted in place until the wing skin has been fitted and drilled to the structure and the spar flange dimpled. Temporarily fasten the angle to the spar with approximately a dozen 8-32 machine screws and nuts. If the angle is riveted to the spar prior to dimpling the flange, then the dimple die set (as available from us) will not have sufficient clearance to fit between the angle and flange. A dimple die that would fit can be manufactured easily by you by just countersinking a piece of aluminum or steel bar stock that will fit snugly between the angle and flange and then use the male portion of our dimple die set and small hammer to set the dimple into the flange.

**Sonerai, Cowling** - Quite often we get reports of the top cowling interfering with the top longerons before the cowl will fit properly. It will probably be necessary to cut away the outer, top corner of the top longerons at the firewall station to provide the clearance desired. Close up the longeron corner by welding an .065 steel patch over the opening.

**Sonerai, Fuselage and Fabric** - As the fabric covering tightens, the longerons and stringers tend to be pulled in by the tension. If the longerons in the two large bays aft of the cockpit are bowed out approximately 1/2", the fabric will draw them back into a straight line. They can be bowed out by heating (normalizing) the cluster at each end of the bay while pushing out on the longeron (example, bumper jack between top left longeron and bottom right longeron). The bottom longerons are affected more from the fabric tension than are the top ones. The belly stringer should be bowed out approximately 3/4" to 1" and the side stringer approximately 1/2". If the stringers are bowed out excessively for the fabric tension and do not pull in enough, then they can easily be pushed in by hand till straight.

*Randy Novak*

Last thoughts . . . . .

We have had several inquiries about our workshops. The next Builder's Workshops will be scheduled some time in the Fall of '84. We had to discontinue our winter ones due to the unpredictability of the weather conditions and inability of people to get here.

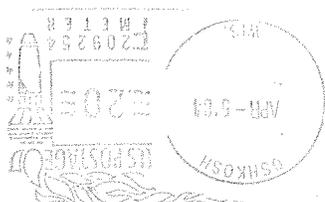
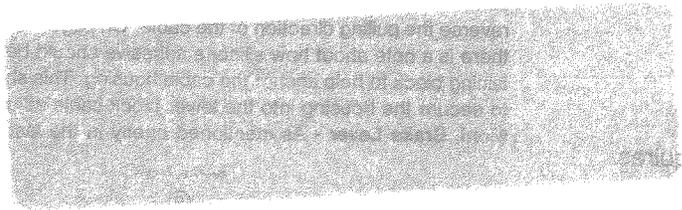
Our Saturday hours will remain: 10 AM to 12 Noon, until further notice.

"Little Oshkosh", as people up here are calling the Ultralight Fly-In, will be held June 15, 16, 17. John will be giving a forum on that Sunday morning. Traditionally we have had a builders' get-together on that Saturday. It makes a nice weekend of Flying & Talking & Casual Fun. More details next newsletter - May/June issue.

Right now the boys and I are anxiously awaiting a nice Easter break vacation in CO - doing some sightseeing in Colorado Springs, and hanging around Black Forest Glider Port. Oh yes! We are taking John along and an airplane too. Of course!

Ready for This Vacation,

*Betty Monnett*



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